

CONFIDENTIALCLASSIFICATION ~~SECRET~~COUNTRY Soviet Zone of GermanyTOPIC KOETHEN AirfieldFLD
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DATE PREPARED 16 December 1949PAGES 5 ENCLOSURES (NO. & TYPE) 1 Blueprint, 1 Sketch on Ditto Form

REMARKS

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14 October 1949

1. The following types of aircraft were observed at the KOETHEN (N 52/D 95) airfield:

a. Type 1, IL-10 (see Annex 2)

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b. Type 2, equipped with in-line engine, low-wing monoplane fitted with long, single-seat glass compartment, rounded trapezoidal wings, landing gear retracting inward, retractable tail wheel, landing flaps extending from fuselage as far as aileron.

c. Type 3, semi-high-wing monoplane, two suspended double-row radial engines or faired in-line engines, long engine rump, angular wings, elevator assembly V-shaped, fitted with nose wheel, glazed cockpit, rear gunner's station pointing downward, apart from brown keel fin of rudder assembly no coat of paint.

d. Type 4, U-2 biplane.

2. About 15 type 2, and 4 to 6 type 4 aircraft were parked in the hangar off the western edge of the field. Four type 3 aircraft, one being repaired, were beside the hangar; 6 to 8 type 4 aircraft were observed north of the hangar. Thirteen type 1 aircraft were parked in front of the two closed hangars on the eastern edge of the field. Two type 2 aircraft took off at 3 p.m. landing again at 4:45 p.m. Shortly before the landing a radio truck with a 14-foot antenna crossed the landing field and a landing T was laid. In the meantime, the aircraft circled the field.
3. An air force officer observed at the airfield entrance wore a metal parachute badge (see Annex 2), which was previously observed with air force officers at the JULTERBOG-DAHM (N 52/E 68) airfield.

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4. The occupation of the field was unchanged. A type 3 plane approaching from the north landed at 12:30 p.m. but took off

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immediately.

5. An air force officer was seen at the entrance gate wearing a Soviet star on a ribbon on his left breast above his bar of decorations. According to local residents this was a very high decoration.

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7. The landing field had a firm grass cover but no runway. Boundary lights were not available. Individual houses, churches, and chimneys were marked with obstacle lights. The installations north of the landing field had a board fence on three sides. There were several occupied watch towers in the built up section of the field.

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8. The field (see Annex 1) was occupied by about a thousand Soviet Air Force personnel, many wearing uniforms of a new model. Because of the frost the planes were parked in the hangars over night.
9. The ammunition dump was being expanded and was surrounded by covered trenches with sentries in them. Three to four hundred 150 kg bombs and a large number of 100 and 50 kg bombs were stored there. The fuses of the bombs were painted yellow.
10. Twenty-five freight cars loaded with coke and 20 cars loaded with briquettes were standing on the spur track of the field. Sixteen other freight cars with coke arrived. A truck with three attached generators of about 25 kwh each arrived from the direction of DESSAU (N 52/E 17). They were apparently not preheaters because they were provided with electric plugs. A truck loaded with camouflage nets was also observed entering the field.

26 October 1949

11. The ground attack unit of 46 planes stationed at the field took off in good weather at 8 a.m. The planes made a smooth landing about 9:30 a.m. in spite of a gusty wind which had risen.

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Comment:

- a. The described aircraft probably are Type 2 - Yak-3
Type 3 - A-20.

The number of observed planes is roughly in agreement with information of 16 October 1949. + A ground attack and a reconnaissance regiment are assumed to be located at the field. The A-20, Yak-3, and possibly PO-2 type aircraft are probably assigned to this reconnaissance regiment. The fighter regiment previously stationed in KOTHEN was recently observed in DESSAU. 25X1

c. Officers wearing parachute badges were recently observed at several fields. The presence of parachute units has not been proved. It is assumed that officers of air units are also given parachute training in addition to their standard pilot training and that they then are awarded the parachute badge.

d. The data on the condition of the landing field (para 7) confirmed previous information.

e. This is the first information on [redacted] 25X1
kind (see Annex 2) applied on the IL-10 ground attack planes. The unit concerned can not be identified. The observation that a bomb dump is being established indicates that the ground attack unit is not temporarily stationed there.

f. The introduction of a new type of air force uniform was confirmed by an observation made in ZERBST.

- 2 Annexes: (1) Airfield of KOTHEN
(2) Marking of Rudder Assembly of Type 1 Aircraft.

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